
THE *Hillman* MINX
WITH **PLUS-POWER** ENGINE





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Content with nothing less than leadership in its class, the success story of the Hillman Minx continues. It is a story of the steady and logical development of a design which was fundamentally right when it was first conceived more than eighteen years ago. Year by year improvements have been introduced in the light of all that is best and most modern in engineering design. The Hillman Minx has gone from strength to strength to earn its title of the "World's most successful light car". To-day with the culmination of years of planning, research and practical test, the Hillman Minx approaches the ideal family car more closely than ever before.

Of outstanding importance is the introduction of the new Hillman Minx Plus-Power engine. Increased in size to a capacity of 1265 cc. this new unit develops no less than 37.5 brake horse power with a corresponding improvement in pulling power at low speeds. As a result the Hillman Minx has assumed a new liveliness in every phase of road performance. Hill climbing, acceleration, and top gear performance all reflect this added power, and higher average speeds can be maintained with even less effort than in the past. The real triumph of this latest Hillman engineering achievement lies however in the fact that all this has been attained while still maintaining running costs at their previous exceptionally low level.

Featured in its latest form as either a four door saloon or an attractive convertible coupé, the Hillman Minx typifies the modern lines demanded by this modern age. Here, beauty and common sense go hand in hand for there is no slavish surrender to the dictates of fashion. Behind sheer harmony of line lies the practical advantage of decreased wind resistance which spells better performance and greater economy.

Smooth contours also make for easier cleaning and tend to eliminate wind turbulence at high speeds.

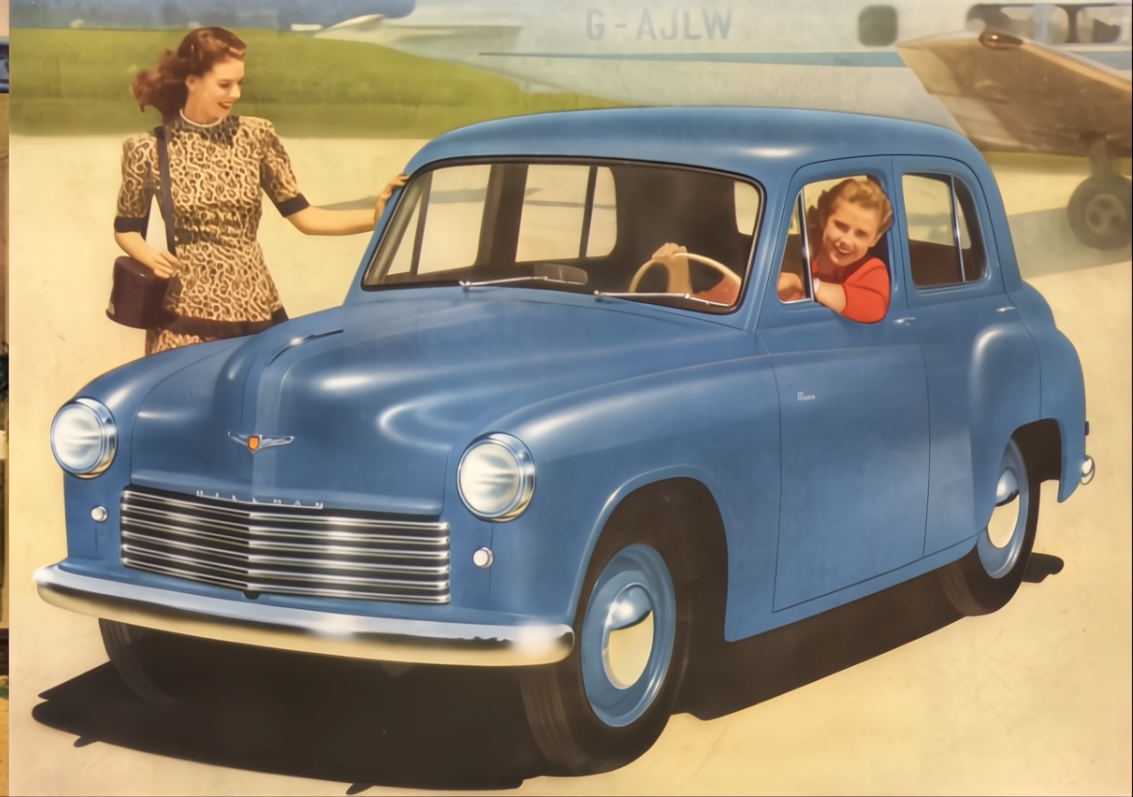
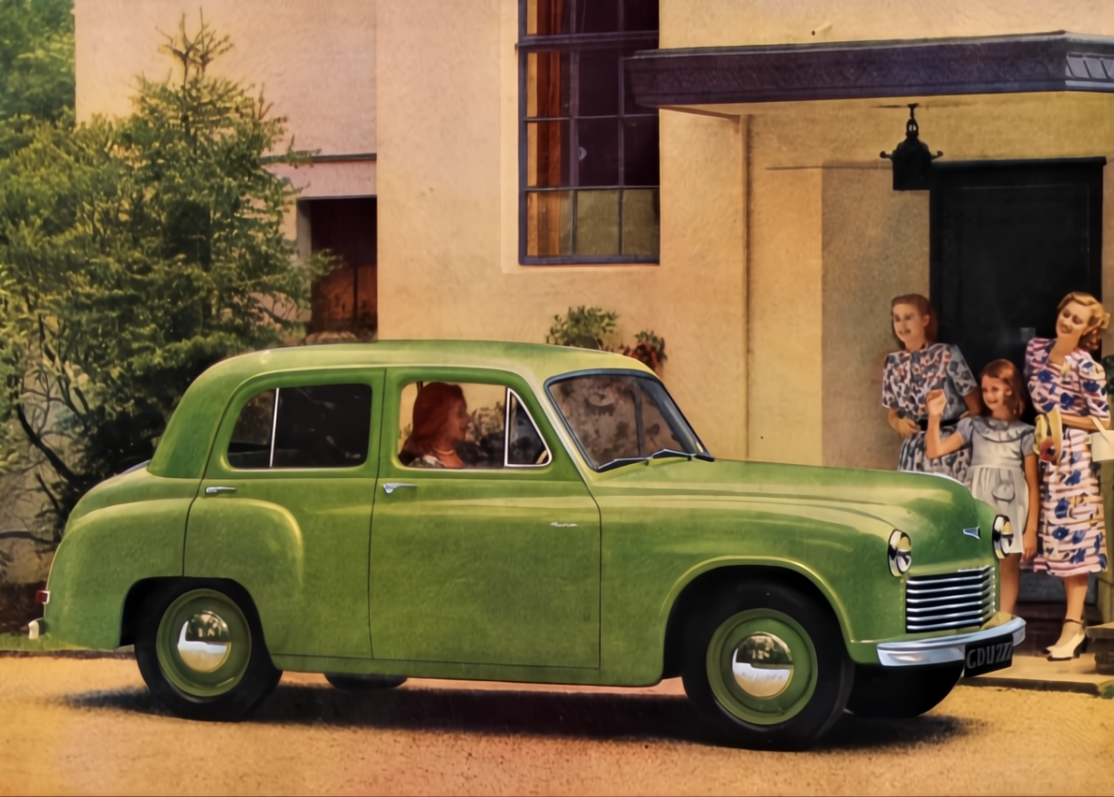
The impression of real big-car roominess and comfort prevails throughout the spacious interior in which head-room, leg-room, and width are satisfyingly large. The full-width bench front seat will carry two adults and a child in comfort, and the rear seat is also generously proportioned. All seating is contour-correct to give maximum support and is situated well within the wheelbase. The Hillman draughtless ventilation system ensures a fresh and alert driver at the end of the longest and most trying journey.

Superlative riding comfort and stability is provided by a suspension system which smooths out the roughest of roads and which combines coil spring independent front suspension with long, underslung, semi-elliptic springs at the rear. Suspension control is by double acting hydraulic shock absorbers front and rear, and by a transverse torsion bar stabiliser.

All those important proved features which have contributed so much to success in the past have been retained. The luggage locker provides fully enclosed accommodation for all needs, and fully proved Synchromatic finger-tip gear control, a system well suited to the modern Minx, continues to provide a delightfully smooth rapid change. Lockheed 2-leading Shoe Brakes ensure perfect control under all conditions.

Another phase is added to the long and distinguished career of the Hillman Minx, and in this latest form presents a combination of attractive modern styling, and more power with the same economy. The success story of the Hillman Minx continues.

BUILT FOR THE ROADS OF THE WORLD



THE HILLMAN MINX WITH *PLUS-POWER* ENGINE FEATURES AND QUALITY REFINEMENTS

PROVED HILLMAN MINX PLUS-POWER ENGINE of 1265 cc., developing 37.5 b.h.p., incorporates a number of important features, including new counter-weighted crankshaft, new water pump, temperature control, side-mounted dynamo, timing chain tensioner, fully floating gudgeon pins, and improved steel for exhaust valves.

BEAUTIFUL AND ORIGINAL MODERN STYLING is scientifically planned to achieve certain definite advantages. Aerodynamic lines reduce air resistance, thus giving better performance and greater economy. Smooth contours make cleaning easier and quicker.

BIG-CAR ROOMINESS AND COMFORT prevails throughout the spacious interior, in which all dimensions, including leg-room, head-room and width are satisfyingly large.

SUPERLATIVE RIDING COMFORT and stability is provided by a combination of coil spring independent front suspension, long underslung semi-elliptic rear springs, torsion bar sway eliminator and double-acting hydraulic shock absorbers.

UNITARY CONSTRUCTION integrates all-steel body and chassis into one assembly of immense strength and safety. Structure is light and completely free from distortion.

BENCH FRONT SEAT will accommodate two adults and a child with ease. Seat adjustment is smooth and instantaneous due to ball bearing mechanism.

OPTICURVE PANORAMIC WINDSCREEN affords a greatly increased angle of vision, by means of the set back windscreen pillars, low dash-rail and sloped bonnet.

LARGE OPTICURVE PANORAMIC REAR WINDOW and tinted non-dazzle driving mirror ensure a wide clear field of vision, both on the road and when reversing.

LUGGAGE LOCKER provides fully enclosed accommodation. When required is locked by the ignition key. Spare wheel and tyre are housed in separate compartment.

PROVED SYNCHROMATIC FINGER-TIP GEAR CONTROL provides a delightfully smooth and rapid change. Four-speed gearbox has control-ring synchromesh on Top, Third and Second gears.

POWERFUL LOCKHEED HYDRAULIC BRAKES incorporate the famous two leading shoe principle and provide smooth progressive braking with light pedal pressure.

VARIABLE RATIO STEERING gives manoeuvrability in confined spaces and precise control on the open road.

EASI-LIFT SAFETY BONNET, released from inside the car, incorporates a safety catch to prevent accidental opening, and when open provides exceptional accessibility.

INSTRUMENT PANEL, is tastefully finished with large dial speedometer and other instruments and controls in ivory.

DRAUGHTLESS VENTILATION SYSTEM is an exclusive feature. Adjustable ventilation panels fitted to both front doors act either as extractors or as air scoops.

INTERIOR STORAGE CAPACITY will accommodate all those incidental items normally required. The wide parcel shelf below the fascia, and at the rear of the back seat, is adequate for most purposes, and there is an additional central recess available when radio is not fitted.

PANORAMIC VISION is obtained through the extra wide side windows and this, together with the Opticurve windscreen and rear window, results in "observation car vision" for all occupants. Safety glass is fitted throughout.

ORGAN TYPE ACCELERATOR PEDAL assures a comfortable foot position.

LARGE SCUTTLE VENTILATOR may be opened to any desired angle by a handle situated to the right of the main control panel.

SPRING SPOKE STEERING WHEEL is finished in ivory and set at correct angle for precision control.

HANDBRAKE operates mechanically on the rear wheels. Brake lever is situated horizontally alongside driver's seat, and does not detract from roominess.

ALL FOUR DOORS are hung at their forward edges for safety, have concealed hinges, and a special device preventing doors swinging inwards when open.

FULL-WIDTH CHROME BUMPERS with swept ends are fitted both front and rear, combining attractive appearance and strength.

FOUR CORNER JACKING SYSTEM, quick in action and positively located, is simple to use and effortless in operation. Sockets are built into the main frame assembly.

EASI-CLEAN DISC WHEELS combine great strength with pleasing appearance which is enhanced by large diameter chromium-plated hub covers.

DUAL WINDSCREEN WIPERS are operated by a single master control which obviates the need for parking by hand.

TWO SIDE ARMRESTS assist in securing the comfort for rear seat passengers.

CUSHIONED POWER ENGINE MOUNTINGS of resilient rubber ensure complete insulation between power unit and body.

TOOL KIT is housed in a trough in the floor of the spare wheel compartment.

SUN VISOR folds flush with roof when not in use, and may be used to counteract frontal glare or to cover the upper portion of the driver's side window.

ASHTRAYS are provided in the centre of the fascia panel and in the back of the front seat.

SIDE MOUNTED GEARBOX, incorporating combined dip-stick and filter, gives an almost level floor to front compartment and increases roominess.

LONG BEAM HEADLAMPS and separate side lamps are designed for rapid yet safe night driving.

"HIS MASTER'S VOICE" AUTOMOBILE RADIO is a 5 valve push button receiver which can be installed as a special accessory. A de-luxe 6 valve model is available as an alternative.

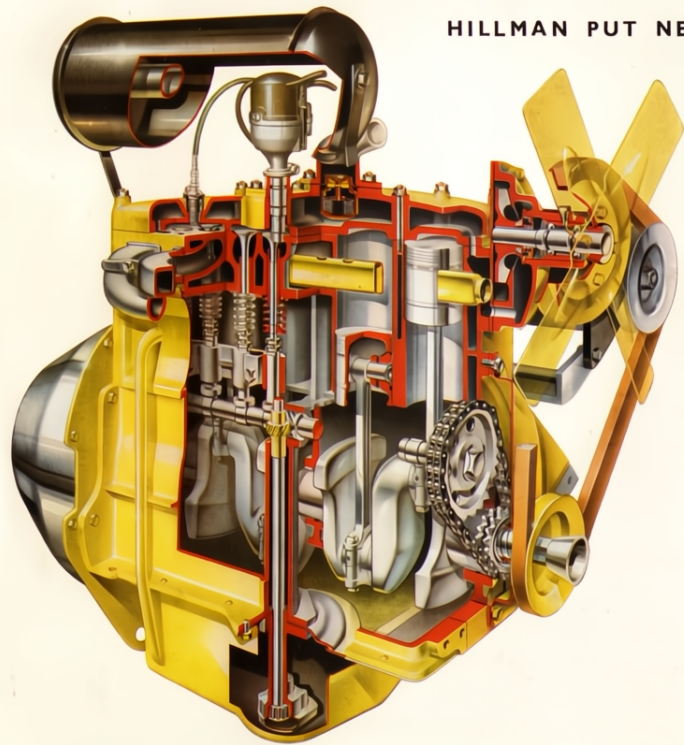
HEATING AND AIR CONDITIONING EQUIPMENT is an accessory feature. The equipment also acts as a windscreen de-mister and de-froster.

ADJUSTABLE REAR NUMBER PLATE BRACKET is designed to permit the fitting of any size or shape of plate.

ATTRACTIVE ELECTRIC CLOCK is available as an optional extra, or if desired a thermometer gauge may be fitted as an alternative.

BUILT-IN TWIN TAIL AND STOP LAMPS, operated by brake pedal pressure, show to rear and side, and indicate full width of car.

REAR DOORS INCORPORATE WINGS, thus enabling passengers to enter or leave car without any possibility of soiling clothes.



HILLMAN PUT NEW HEART INTO THE MINX WITH *PLUS-POWER* ENGINE

For more than eighteen years, the power unit of the Hillman Minx has been renowned for its economy, efficiency, and unfailing reliability. This same fully proved reliable engine has been retained, but to it has been added greater power output whilst it still retains the same economy and many other already proved features. To-day this famous engine offers more power for the same low running costs, increased smoothness and silence, improved performance on the road, and a host of new technical features of outstanding interest.

Plus-power is no mere catch phrase; it is hard fact. Increased in size to a capacity of 1265 cc. it develops no less than 37.5 b.h.p. Pulling power at low speeds shows a corresponding improvement. A new liveliness is apparent in every phase of road performance. Hill climbing, acceleration, and top gear performance all reflect this added power so that higher average speeds are now possible with even less effort on the part of both car and driver.

Among the new developments featured on this engine are a new balanced crankshaft with integrally forged counterweights, new fully floating gudgeon pins retained by circlips, the use of improved materials for exhaust valves, and the incorporation of an automatic timing chain tensioner. Accessibility reaches a new high level due to the side-mounting of the dynamo. The cooling system has been completely redesigned to incorporate a centrifugal water pump arranged to provide maximum cooling for the hottest parts of the engine while a thermostat provides completely automatic temperature control.

Never before has even the Hillman Minx offered such value as it does to-day. More than ever it maintains the reliability and economy which has made it—

THE WORLD'S MOST SUCCESSFUL ECONOMY CAR.

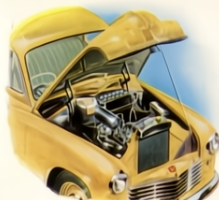
SUPERABUNDANT POWER

Smooth, dynamic power which covers the miles with effortless ease. Power in reserve to level out the steepest hills. Power which inspires confidence wherever the road may lead.



ALL-ROUND ACCESSIBILITY

Instant accessibility which reflects the practical outlook of the Hillman engineers in studying the needs of the private owner. Accessibility which makes routine maintenance a pleasure.



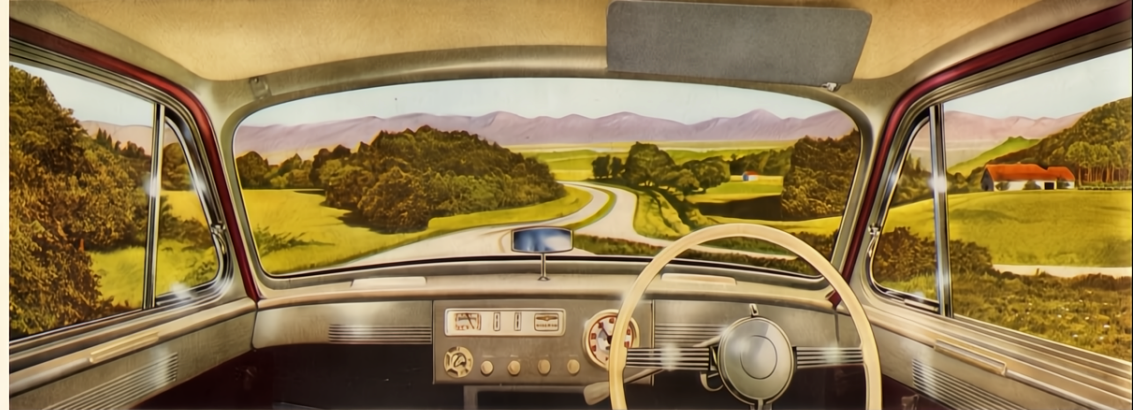
TECHNICAL CRAFTSMANSHIP

Rootes Group Precision Engineering and traditional Hillman craftsmanship ensures that every car is as perfect as modern science and skill can make it.



UNFAILING RELIABILITY

Where roads do not exist, when the nearest service station is a day's journey away, it is then, more than ever, that the Hillman reputation for reliability means so much.



VIVID ACCELERATION

Acceleration at the getaway and throughout the whole speed range keeps the Hillman Minx in its rightful place when in use on the road.



STRICT ECONOMY

An economy which packs more miles into every gallon. Economy which, by the daily saving of pence, means pounds in your pocket by the end of the year.



PANORAMIC VISIBILITY

The clear view of the road ahead without which even the perfection of Hillman brakes and the lightness of Hillman steering could not provide such safe and restful travel.



ASSURED SAFETY

Whether traversing ice-bound, alpine passes, doing the morning's shopping, or swinging round fast bends, in every phase of motoring, Hillman safety and stability is your guarantee.



PANORAMIC VISION

No photograph or illustration can portray the "observation-car" feeling that is derived from the visibility gained by the Opticurve Panoramic windscreen. It is a sense of open-ness yet with all the advantages of a comfortable Saloon. With the design of the Hillman Minx every thought was given to the driver's and passengers' visibility and it can be safely said that no other car of its class can offer such "round the clock" visibility and still maintain its safe construction and comfort.

The wide Opticurve Panoramic windscreen fitted with safety glass affords a greatly increased angle of vision. The curved screen allows the door

pillars to be set back, avoiding blind spots; this, together with other vitally important safety features such as the low dash rail and sloped bonnet, gives an exceptionally wide field of vision. Special two-piece wipers are employed to clean the curved surface.

The large Opticurve rear window of the Saloon follows the same design as the windscreen, and has similar properties; the wider field of vision is a boon to the driver when reversing, permits clear vision of following traffic, and makes travel more interesting for the occupants.

THE HILLMAN MINX CONVERTIBLE COUPE

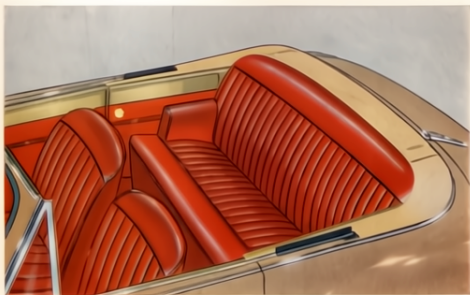
THREE CARS IN ONE!

The Hillman Minx Convertible Coupé is in keeping with the English weather—it's variable! The smart yet simple folding hood design virtually provides three cars in one—a roomy and comfortable Saloon, a distinguished Coupé-dé-Ville and a sleek open Tourer. These transformations can be made quickly and without undue effort from inside the car and neatly settle the unsettled weather problem.

In appearance its styling is both beautiful and original, and it retains the big car roominess and comfort of the saloon in which all dimensions, head-room, leg-room and width are satisfyingly large. All seating is contour correct and within the wheelbase.

The hood is of fine quality material, flush fitting and completely waterproof and in the tourer position folds down out of sight into a recess. Vision for all occupants is excellent and the Opticurve Panoramic windscreen reduces to a minimum dazzle and reflection by day and night, whilst providing a greatly increased angle of visibility. The rear windows are spring loaded and disappear into the body when required; they snap back into position by means of a mechanical device. The back window is extra large to facilitate reversing.

The body shell, including windscreen pillars, is of all-steel construction, thus giving a high margin of safety. The wide doors ensure unusually good access and



The Hood in the fully lowered position converting the car into an open Tourer.

are hinged at their forward edges for security. Both front seats are of the forward tilting type the width which has been increased, and the driver's seat is quickly adjustable for slope and leg-room. The front passenger's seat is also adjustable for leg-room. Upholstery throughout is of leather.

The luggage locker provides fully enclosed accommodation for all needs. Luggage is sealed from rain and dust and, when lid is locked by the ignition key, is secure from interference. Spare wheel and tyre, jack and tool kit are housed in a separate compartment and do not encumber locker designed solely for luggage.

The improved instrument panel is neatly styled and tastefully finished, and incorporates improvements which make it more easily cleaned. Beneath it a dual parcel shelf caters for those incidental items normally carried inside the car. Instruments and controls are centrally located in their logical positions.

The Easi-lift safety bonnet is released from inside the car and incorporates a special safety catch to prevent its opening by accident. Bonnet opens right up, providing exceptional accessibility to the power unit and the great width of the engine compartment facilitates maintenance.

All the famous Minx features which contribute to comfort, reliability, performance and economy have been incorporated in this design.





INTERIOR COMFORT

The spacious interior reveals an ideal blend of refinement, roominess, comfort, and a host of practical features. It conveys that indefinable "big-car" impression throughout, which is difficult to reconcile with the compact overall dimensions of the Hillman Minx. Head-room, leg-room, and elbow-room are satisfyingly large and comfort is assured by the contour-correct seats, all of which are carried within the wheelbase.

The bench front seat will accommodate two adults and a child with ease and is adjustable for leg-room by means of a smooth and rapid ball-bearing mechanism. The front floor is completely unobstructed and almost level due to the elimination of the old-fashioned gear lever, the fitting of a side mounted gear box, and the location of the handbrake on the right-hand side of the driver. The margin of room thus provided for the benefit of the possible three front occupants is exceptional.

The instrument panel is tastefully designed with large dial speedometer, instruments, and controls in ivory, set in an attractive plastic panel. An electric clock or water thermometer can be supplied as an accessory feature.

The Opticurve Panoramic windscreen and rear window together with the large area side windows all of which are of Safety Glass give true panoramic visibility and are mainly responsible for the attractive airiness of the interior. A scientific system of draughtless ventilation ensures a sense of freshness at the end of the longest journey. Special heating and air-conditioning equipment may be installed if desired as an optional extra.

The four wide doors hung for safety from their forward edges provide exceptionally easy access being automatically restrained if required in the fully open position. When closed, they are double-sealed against the entry of draughts and dust.

There is evidence of that attention to detail which has always been the hallmark of quality. Two ashtrays, a sun visor, a non-dazzle rear view mirror and the pleasant harmony of line and colour all combine to create that impression of refinement and of practical common sense which is in accordance with the most modern conception of the coachbuilder's art.

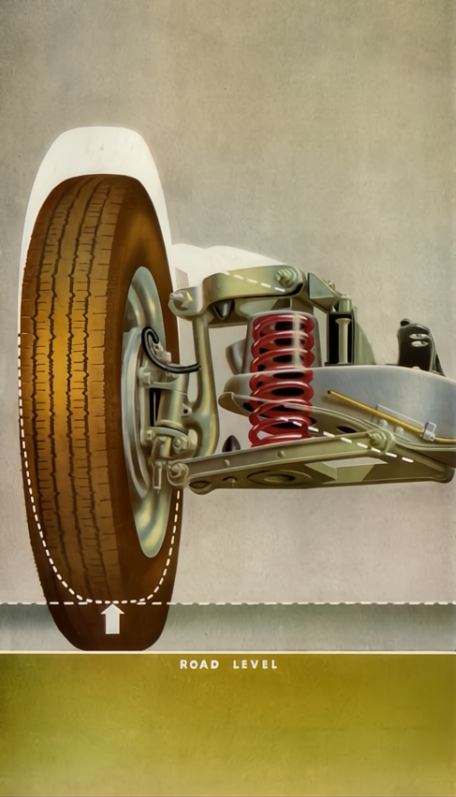
THE ATTRACTIVE STEERING WHEEL AND FINGER-TIP GEAR CONTROL

The fully proved Synchromatic finger-tip gear control is an important development in gear changing. It ensures a delightfully smooth, rapid, and silent change and in addition provides many other advantages.

The steering wheel of the Hillman Minx is of attractive design and is of three spoke spring mounted construction. Incorporated on the centre boss is the horn-button, dipper-switch and trafficator control.



DESIGNED FOR SPACIOUSNESS AND COMFORT



SUPERLATIVE RIDING COMFORT

The superb riding qualities of the Hillman Minx are well known and set a completely new standard in comfort, stability and safety. These are achieved by a system of coil spring, independent front suspension, combined with long under-slung, semi-elliptic springs at the rear, and are controlled by four double-acting, hydraulic shock absorbers and a torsion bar stabiliser. This system provides the shock-free, level ride which spells safety and comfort.

In fact it does more than set a standard, because this independent suspension introduces an entirely new conception of these three essential characteristics. No mere summary of its engineering features can convey this important fact, nor can glowing but hackneyed phrases such as "floating on air", even if they do come instinctively to mind during a first trial run.

Passengers benefit from a system which smoothes out inequalities in the road surface, and in which the movement of each front wheel is free and independent of the other. This also results in one of the main reasons for the exceptionally light and positive steering, and the elimination of road shocks, while the absence of a cumbersome front axle effects a considerable saving in overall weight. Tyre adhesion is improved and the front track remains virtually constant throughout the whole range of spring deflection, thus ensuring long life for the tyres.

There can be no doubt, however, that the salient characteristics of this suspension system are smooth, gliding comfort, a sensation of controlled buoyancy over the roughest tracks, and an effortless precision at speed on the open road.

UNITARY CONSTRUCTION

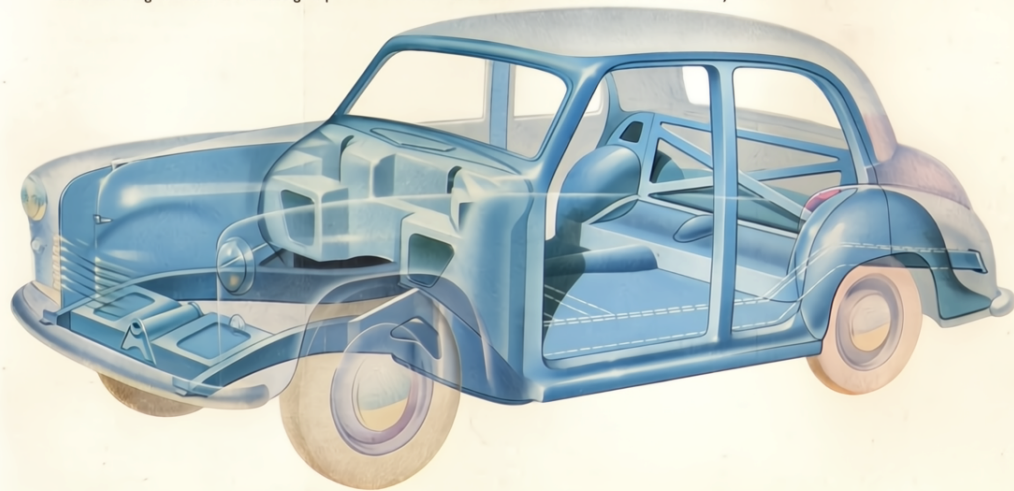
BODY AND CHASSIS ONE ASSEMBLY OF IMMENSE STRENGTH AND RIGIDITY

Safety has been the first consideration in designing a body providing maximum strength with minimum weight, and unitary construction ensures that body and chassis are welded into one integrated structure. The design may be described as a network of mutually supporting structural members connected by pressed steel panels of large area and smooth contours, which are in turn reinforced by inner panels and struts.

Side members and crossmembers are welded into one unit where the pressed steel, stress carrying floor, and the luggage locker floor and front wing valances are all integral parts of the main structure.

Even the fascia panel, window mouldings and other parts, the function of which is normally purely decorative, are also a fundamental part of the main assembly, and are not separate, applied trimmings. In all such cases inner reinforcing panels are so shaped and finished that they are also in perfect harmony with the general interior styling.

Major body components such as the bonnet, the doors and the luggage locker lid are all based on the same advanced principles of design, and the result is a structure which is light, strong, free from distortion and absolutely safe.





ENCLOSED LUGGAGE ACCOMMODATION

The Hillman Minx is essentially a family car, and as such, has been expressly designed to accommodate not only the family in comfort, but also to provide ample room for their luggage.

Large suitcases sufficient for the needs of all passengers can be carried in the enclosed luggage compartment which is so wide that even golf clubs can be accommodated with ease. It is designed solely for luggage and carrying capacity is not restricted by tools or spare wheel which are separately housed and are instantly accessible at all times.

The locker lid opens fully to facilitate loading and unloading and is securely retained in this position by a self-locking safety stay. When closed it is effectively sealed against rain and dust and can be locked by the ignition key to safeguard contents against pilfering.

At night two red safety lights show to the rear whether or not the locker lid is raised and these are positioned so that there is no danger of them being masked by anyone loading or unloading luggage.

In addition, there is ample provision within the car for those personal items which the occupants may wish to keep ready to hand. Wide, double parcel shelves below the fascia are sufficient for all normal needs and in addition, when radio is not required, there is an extra pocket in the centre of the fascia. Furthermore, these are supplemented by a wide parcel shelf behind the rear seat which is invaluable for carrying umbrellas, books, or hats.

Engine

Four-cylinder, monobloc type, side by side valves, special design detachable cylinder head. Steel-backed main and connecting rod bearings. A.C. mechanical petrol pump. Three-bearing crankshaft, full pressure lubrication. Three-bearing camshaft with harmonic cams. Down-draught carburettor with special design "hot spot" and air silencer, giving easy starting—high performance and economy.

Cushioned power engine mountings absorb any vibration.

Bore and stroke: 65 × 95 mm. (2.56 × 3.74 ins.).

Cubic capacity: 1265 cc. (77.20 cu. ins.).

Engine develops 37.5 brake horse power at 4200 revolutions per minute.

Ignition

Coil and distributor. Automatic advance and retard. 14 mm. wide gap, Champion plugs for improved ignition.

Cooling System

Centrifugal pump and 4-bladed type fan.

Clutch

Borg and Beck single dry plate. Chain linkage to pedal.

Gearbox

Proved four-speed gearbox with control ring synchromesh on top, third, and second gears, and finger-tip lever on steering column.

Overall ratios: Top: 5.22:1, Third: 7.78:1, Second: 12.89:1, First: 18.60:1, Reverse: 24.85:1.

Safety catch for reverse gear prevents accidental engagement.

Rear Axle

Semi-floating design with spiral bevel final drive. Ratio: 5.22:1.

Unitary Structure

Pressed steel, unitary construction, giving an assembly of immense strength and rigidity.

Front Suspension

Independent with silico manganese coil springs.

Rear Suspension

Semi-elliptic springs with automatic variation to load and road surface. Steel and rubber bushes eliminate many greasing points. Suspension control is by Armstrong hydraulic, double acting piston type shock absorbers.

Wheels

Five "oasi-clean" disc wheels. Spare wheel and tyre housed in separate compartment under locker floor.

SPECIFICATIONS

Tyres

Dunlop Standard, 5.00 × 16 in.

Brakes

Latest Lockheed two leading shoe system with hydraulic operation. Cast iron 8 in. (203 mm.) diameter brake drums. Handbrake operates mechanically on rear wheels.

Steering

Burman worm and nut variable ratio type with natural rake steering column. "T" spoke spring steering wheel.

Petrol Tank

7½ gallons (33 litres) capacity at rear of chassis.

Electrical System

12 volt, 38 amp. hours Lucas battery housed under bonnet. Powerful starter operated by control on fascia. Lucas ventilated dynamo with compensated voltage control. Lucas coil. Two powerful, flush-fitting, sealed reflector headlamps with dipper control on steering wheel. Separate side lamps. Built-in twin tail lamps incorporating twin stop lamps operated by brake pedal pressure. Independent illumination for rear number plate. Control panel has concealed lighting. Self-cancelling trafficators controlled by switch on steering wheel. Wind-tone horn. Lucas twin blade windscreen wipers. Roof lamp.

Four Corner Jacking System

Mechanical pillar type jack fitting into permanent sockets on chassis frame.

Tool Kit

Comprehensive kit of tools, including large tyre pump, wheel brace, etc.

Dimensions (approx.)

Wheelbase	... 93 ins.	2362 mm.	Overall width	... 62 ins.	1575 mm.
Front track	... 48½ ins.	1235 mm.	Overall length	... 157½ ins.	4000 mm.
Rear track	... 48½ ins.	1232 mm.	Overall height saloon	60 ins.	1524 mm.
Ground clearance	7 ins.	178 mm.	Overall height coupe	58½ ins.	1486 mm.
Turning circle	33 ft.	10 m.			

Weights, approx. (Saloon)

Unladen (with petrol and water)	... 2072 lbs.	940 kgs.
Laden (four passengers)	... 2674 lbs.	1213 kgs.
Dry (without petrol and water)	... 1995 lbs.	905 kgs.

Colour Schemes

The range of attractive colour schemes for both Saloon and Coupe includes, Black with Red upholstery, Black with Golden Fawn upholstery, Mid Green with Golden Fawn upholstery, Pastel Blue with Red upholstery, Nimbus Grey with Rust upholstery Saloon only, and Nimbus Grey with Red upholstery for Coupe.

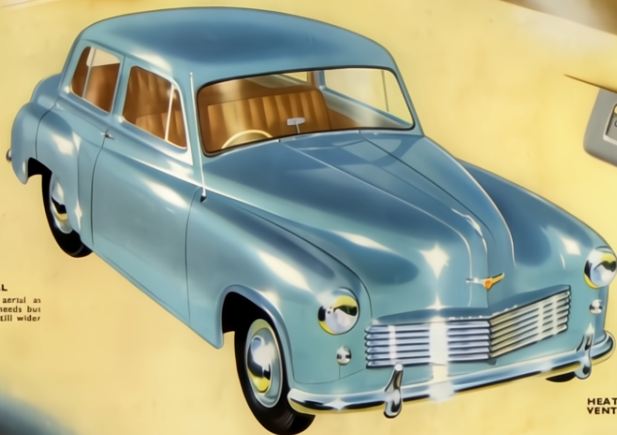
ELECTRIC CLOCK

The electric clock harmonises with the standard instruments in style and colour and is indirectly illuminated at night.



WATER THERMOMETER

For countries where extremes of temperature are experienced, and for motorists who desire it, an efficient water thermometer is offered as an alternative to the electric clock.



TELESCOPIC AERIAL

This neat and inconspicuous aerial as shown suffices for all normal needs but it may be extended to give a still wider range of reception if required.



OVER-RIDERS

These shapely over-riders add a final touch of distinction to the modern body lines and increase still further the wide margin of safety afforded by the sturdy chromium-plated bumpers.

SPECIAL ACCESSORIES

The attractive accessories featured on this page are additions to a standard specification which leaves little to be desired. Designed to appeal to the discriminating owner, all these accessories have been specially developed for the Hillman Minx. Provision is made for them in every car before it leaves the factory so that fitting time and cost are reduced to a minimum. They represent that little more which means so much to pride of Hillman ownership.

ADDITIONAL SUN VISOR

An additional sun visor is available for the front passenger, and incorporates a vanity mirror.



"HIS MASTER'S VOICE" AUTOMOBILE RADIO

The neat, five valve, push button radio receiver forms an integral part of the fascia panel and in no way interferes with the roominess of the front compartment. It has been specially designed for easy tuning and gives perfect reception with remarkable clarity of tone. A de-luxe six valve model is available as an alternative.

HEATER AND VENTILATOR



A scientific installation which can be regulated to maintain the interior of the car at a predetermined temperature irrespective of the prevailing climatic conditions. Ventilation as well as temperature control is effected by gently circulating currents of warm or cool fresh air. When ice or moisture tend to obscure the screen, special demister slots provide an assurance of unrestricted visibility for the driver.

CONDITIONS OF SALE

Exhibitions. The purchaser agrees that he will not exhibit any of the goods at any Motor Exhibition held within Great Britain, Northern Ireland, the Isle of Man, or the Channel Islands, other than such as is held or approved by The Society of Motor Manufacturers and Traders Limited.

Delivery Delays. The Company will not be held responsible for any delays in delivery of any article whether such delay is caused by circumstances over which the Company has control or otherwise.

Alterations in Prices and Specifications. The Company reserves the right to alter any prices or specifications at any time without notice and all goods are sold subject to prices and conditions ruling at the time of delivery. The list price of the car is in respect of delivery ex the Company's Works in Coventry.

Dealers. Those persons, firms, or companies whom the Company styles as "Distributors", "Dealers", or "Traders" are not authorised to pledge the credit of the Company or to assume any obligations on its behalf or to bind it thereby or to transact business on its account in any way whatsoever other than by the sale of cars purchased from it, nor is the Distributor, Dealer, or Trader authorised to make any warranty or representation on the Company's behalf other than those contained in the current catalogues and price lists issued by the Company from time to time.

Warranty. The Company warrants and guarantees as regards all new cars supplied of its manufacture that all precautions which are usual and reasonable have been taken by it to secure excellence of materials and workmanship, and in the event of any defect being disclosed in any part of a car, undertakes, on the return of the defective part to its Works, carriage paid within six months after the purchase of the car, to examine it and should any fault due to defective materials or workmanship be found on such examination the Company will repair or replace the defective part free of charge. The Company's liability under the terms of this warranty is strictly limited to the replacement and despatch carriage forward to the purchaser of the repaired or replaced defective part or parts.

The Company's liability is limited to the terms of this warranty and it shall not be answerable for any contingent of resulting liability or loss arising through any defects.

This warranty shall be construed as strictly limited in its application to new cars and it is expressly laid down as a condition of any sale by the Company or by any of its duly authorised Distributors, Dealers, or Traders of any second-hand car that the foregoing warranty is expressly excluded, together with any other condition or warranty implied by Common Law, by Statute, or otherwise.

The warranty above mentioned shall not apply to defects caused or arising under the following conditions, and in such instances any other conditions or warranty implied by Common Law, by Statute, or otherwise are expressly excluded, viz:

- (i) During or caused by motor racing.
- (ii) In any car which has been altered after leaving the Company's works.
- (iii) Wear and tear, accident, misuse or neglect.
- (iv) To any car which has been or is lent out on hire.
- (v) To any car on which the identification numbers or plates have been altered or removed.

Issued by Hillman Motor Car Co. Ltd., Coventry, Warwickshire. London Showrooms and Export Division, Rootes Ltd., Devonshire House, Piccadilly, London, W.1

ASK YOUR DISTRIBUTOR OR DEALER FOR DETAILS OF THE HIRE PURCHASE FACILITIES OFFERED BY ROOTES ACCEPTANCES LIMITED

Printed in England by Hunt, Barnard & Co. Ltd., Aylesbury.

No warranty is given in respect of tyres, speedometers, electrical equipment, lamps, horns, etc., or other goods not of the Company's manufacture. Every endeavour is made to secure the best quality in these articles and the makers whose names usually appear thereon are generally willing to replace any defective part therein, and the Company will be pleased at all times in case of doubt to furnish the actual maker's name and address.

The Chassis supplied by the Company are intended to be fitted with bodies similar in weight and general make to those shown in the Company's catalogue, and unless the Company is allowed to inspect, test and finally signify its approval in writing of the chassis after a body not of the Company's manufacture has been fitted, the foregoing warranty will not apply to the said chassis.

The judgment of the Company in all cases of claims shall be final and conclusive, and the purchaser agrees to accept its decision on all questions as to defects and to the exchange of part or parts. After the expiration of one month from the despatch of notification of the Company's decision the part or parts submitted for inspection may be scrapped by the Company or returned to the Customer carriage forward.

The Company does not issue any other form of guarantee or warranty than that contained herein. This warranty is given in place of any warranty or condition implied by Common Law, Statute, or otherwise which is hereby expressly excluded.

The foregoing warranty shall be construed as strictly limited in its application to:

- (i) New cars supplied direct by the Company or through one of its duly authorised Distributors, Dealers or Traders.
- (ii) Repairs done by the Company itself, or
- (iii) Replacement parts supplied by the Company direct.

Repairs and Replacements. (i) The foregoing warranty is given by the Company subject to the reservations, exceptions, and conditions specified above in respect of:

- (a) All repairs done by the Company; and
- (b) All replacement parts supplied by the Company direct.

(ii) This warranty is given by the Company with all repairs done and replacement parts supplied by the Company in lieu of any condition or warranty implied by Common Law, Statute, or otherwise and all such implied condition or warranty is hereby expressly excluded.

(iii) All parts sent for repair or replacement must be forwarded carriage paid, and bear the sender's name and address: the chassis number, including the letter preceding and (if any) following the same, and year of manufacture should also be given. Cars which are sent for repair will be driven by the Company's employees at the risk and responsibility of the owners only. Repairs of Cars are undertaken only on the assumption that the owners give the Company authority to drive the vehicle on their behalf.

The Company accepts no responsibility for damage by fire or otherwise to customers' cars or parts thereof whilst in the Company's possession.

